

- (1) removing stop signs,
- (2) resurfacing,
- (3) widening the pavement,
- (4) publicly informing the people of the designated through streets, and by encouraging the people to use them, and
- (5) coordinating the light signals.

At the same time, through traffic except on the designated streets should be discouraged mainly by using stop signs. As indicated on the sketch thoroughfare plan, Powell Boulevard, Madison Street, Franklin Street, and Old Tram Road should be designated as the major north-south through streets and Washington-Jefferson Streets, Lewis Street, and Virgil Street should be designated as the major east-west through streets.

In the CBD, there are no easy solutions to the traffic problem. Currently, most of the traffic on Madison Street in the CBD is there because there is no easy way to skirt the CBD other than by the bypass and because it is not possible to drive around the CBD (as in searching for a parking space). A loop system such as outlined on the map would not eliminate the traffic congestion in the central area, but it would greatly improve the circulation. CBD congestion would also be reduced by making Main Street a one way street on each side of the railroad between Franklin and Lee Streets.

In the unincorporated fringe area, several of the proposed major streets are not currently needed. But, when the area begins to develop, provisions should be made for these major streets in the approximate locations indicated on the map.

This plan is only for the major streets. As new areas develop in and around Whiteville, more detailed studies will need to be made to insure that the proposed residential streets will be coordinated with the over-all thoroughfare plan for the area.